

cents per hour for twelve hours' work, or two dollars per day.

Seventy-Five Men.
The following special telegram from Baltimore received from the regular correspondent last night, corroborates the information that men are being drawn in considerable number from the Baltimore line, and that sufficient men will soon be sent to man the lines of the company here. It also appears that Strike-breaker Farley and his men will leave soon. Here is the telegram:

"C. W. Medinger, a professional strike-breaker, of this city, has returned from Richmond, and is recruiting motormen and conductors. He sent twenty-five men to Richmond yesterday, twenty-five today, and expects to send twenty-five more to-morrow. Most of the men are experienced. Mr. Medinger seems to find no difficulty in securing men here."

"A companion of Medinger said that Farley, the leader of the strike-breakers, was anxious to secure a full complement of men for the Richmond line. He considered the backbone of the strike was broken. Farley, he said, had received information that a street railway strike was to be called in Newark, N. J., next week, and he would have to leave Richmond to take after this new task. It was Medinger who was shot in the hand several nights ago while working as a motorman. It was reported at the time that the wounded man was C. W. Woolford, of this city."

"There is no union among the street car men of this city, consequently recruiting is not difficult here. Two or three years ago an effort was made to organize a union here, but the men were too much broken up by discharging all the 'union leaders.'"

The opening up of the Richmond-Petersburg line without accident or incident, and the continued peaceful operation of cars on both lines in Manchester yesterday, were the features of the day's progress in running the various lines. Four cars each on the Hull and Perry Street lines were operated yesterday, the cars being manned by Captain Craighead, the company, E. of the Seventeenth, the Chesapeake Home Guard. A number of persons were over during the afternoon from this city to Forest Hill Park and found the shade and the water there delightful on such an oppressive day. At the park the utmost quiet prevailed. On the streets excellent order prevailed—so excellent that it may be characterized as perfect quiet during the afternoon. The same companies, two of the Richmond companies and the Southern Railway, were on duty on the streets. For several hours Company A, of the Blues, were stationed on Johnson's Island, but later were put back on patrol duty.

Col. Anderson's Inspection.

Colonel George Wayne Anderson, accompanied by several members of his staff, yesterday afternoon and evening made a tour of all the car lines, the trip occupying over four hours. It was a sort of inspection trip, and conditions were found very satisfactory everywhere, with the exception of the two lines mentioned, a V. of the bar, breast, for the undershirts, too, were turned back. Many of them have developed some cases of sunburn that will be heard from later. On the whole, the men are becoming seasoned to the heat, and are doing well. Two of Captain Baptist's company, H, of the Seventeenth, who have been stationed on Johnson's Island for ten days, are in the hospital. The company was yesterday relieved from the Island, and returned to the city. The Southern Railway, which was on duty in Manchester and Swansboro, was relieved from duty yesterday with its company, and was detailed to a Forest Hill car. He has entirely recovered from the wound, but will carry the ball with him. Surgeons now think it ranged down into the leg several inches.

PEACEFUL MANCHESTER

If There Are No Disturbances To-Day The Trouble Seems Ended.

With the exception of a few rocks on the Perry Street tracks and the shouting of "seab" by two or three individuals, the second day of the resumption of the cars in Manchester was a most quiet and peaceful one. There was no shooting or rock-throwing, and the good work of the sentries on the streets of the night before was repeated. The cars were still in Swansboro, and Forest Hill was as placid and peaceful as a spring zephyr.

The cars during the day were manned by small guards, but at night a force of 25 small guards, in charge of the military, was on duty. The cars were in charge of Company E, of the Seventeenth, and the individual cars were manned by Sergeants Martin, Gough, Easley, Corporal Smith, and Corporal Curran, and a cohort with six men each.

The battalion under Major Cheate was distributed as before, and Captain Skipton's company was reinforced by a detail from Company A, of the Blues, which the cars ran were closely guarded during the evening and night. The heat was intense and caused much suffering among the soldiers. Captain Skipton, of the Blues, was taken and denied ill while on duty and was taken into a residence, where he was treated by Dr. Edwards.

No disorder was attempted, and those who had not been in the military to Manchester said: "I told you so; I knew there would be no trouble."

On the other hand, those who did favor the introduction of military upon the streets said: "We had not had military here there would have been all sorts of trouble, and the city would have been disgraced."

The cars had fair patronage. The citizens are tired of the present condition of things, and want the conflicting forces to come to some agreement. They want to go out to the parks and to Richmond. Hot evenings in town are not what they have been used to, and when the break for the cars is made it will be a quick and decisive one.

With the end of relieving the situation in view, a petition for a declaration of martial law was circulated among the passengers and Power Company and the strikers to agree to call upon the Governor and ask him to name a commission of five men to hold sessions in the consideration of grievances on both sides. The decision of this commission is to hold good for two years.

The petition was in the hands of a prominent citizen, and it is expected that a large number of signatures will be secured.

A copy of the petition is being circulated among the business men with encouraging results.

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that the cars would be running

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"A man who rose to the occasion."

If you have any unpleasant experiences during to-day's celebration, we have a new suit waiting here for you from \$7.50 to \$25.00, and everything else for man and boy to wear and resist wear.

Straws at 50¢-worth double.

Up to \$1.25.

Khaki Pants—\$3.50.

Children's Suits—worth

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colored staff at headquarters. Ashby

Col. and Quartermaster, Ashby

Miller.

First Lieutenant and Ordnance Officer,

Leland Rankin.

First Lieutenant and Acting Commissary,

William Cameron, Jr., who has gen-

eral supervision of the feeding of all the

men here.

Captain W. E. Thompson, of Company

F, Seventeenth, detailed to headquarters

and detached from his command for the

present.

Lieutenant and Assistant Surgeon W.

Armistead Gills, of Richmond.

First Lieutenant and Battalion Adjutant

First Battalion, John C. Page.

Non-Commissioned Staff.

Julian C. Boster, sergeant-major.

Charles Chapman, regimental quarter-

master.

Landy Thompson, commissary sergeant.

Charles H. Enos, color sergeant.

Battalion Staff.

John C. Weckert, sergeant-major, first

battalion.

Windsor W. Demaine, sergeant-major,

second battalion.

Hospital steward just detailed tempo-

orarily.

Almost all these officers are veterans

of the Spanish war, and all have seen

hard fighting.

The Richmond companies of the regiment

and the Blues are detailed as follows:

Company A, the Grays, with Major T.

J. Nottingham, battalion in Fulton.